

Airports (2000)

Public-Use:	117 total
Airports	107
Heliports	2
Seaplane Bases	4
Ultralight Flightpark	4
Private-Use:	566 total
Airports	409
Heliports	134
Seaplane Bases	9
Ultralight Flightpark	14
Total	683

Airport Passenger Enplanements* (1999)

Indianapolis International	3,557,443
Michiana Regional	492,785
Fort Wayne International	328,628
Evansville Regional	225,738
Purdue University	17,951
Terre Haute International	4,060
Total	4,626,605

*Primary & commercial facilities

Certificates Held (1999)

Student Pilots	1,965
Private Pilots	5,534
Commercial Pilots	2,144
Airline Transport Pilots	1,698
Other (Flight Engineers, etc.)	166
Total	11,507

Aviation Quick Facts



- There are 17,300 people employed at Indiana airports.
- The economic impact of Indiana airports is estimated at \$4.2 billion annually.
- There are 50.3 million square feet of paved runway in Indiana.
- There are 13.6 million square feet of turf runway in Indiana.
- Approximately 2.13 million operations (takeoffs & landings) occur per year.
- Four aircraft take off or land every minute in Indiana.
- One of every 473 Indiana citizens is a pilot.
- There is 1 aircraft based in Indiana for every 3.0 pilots.

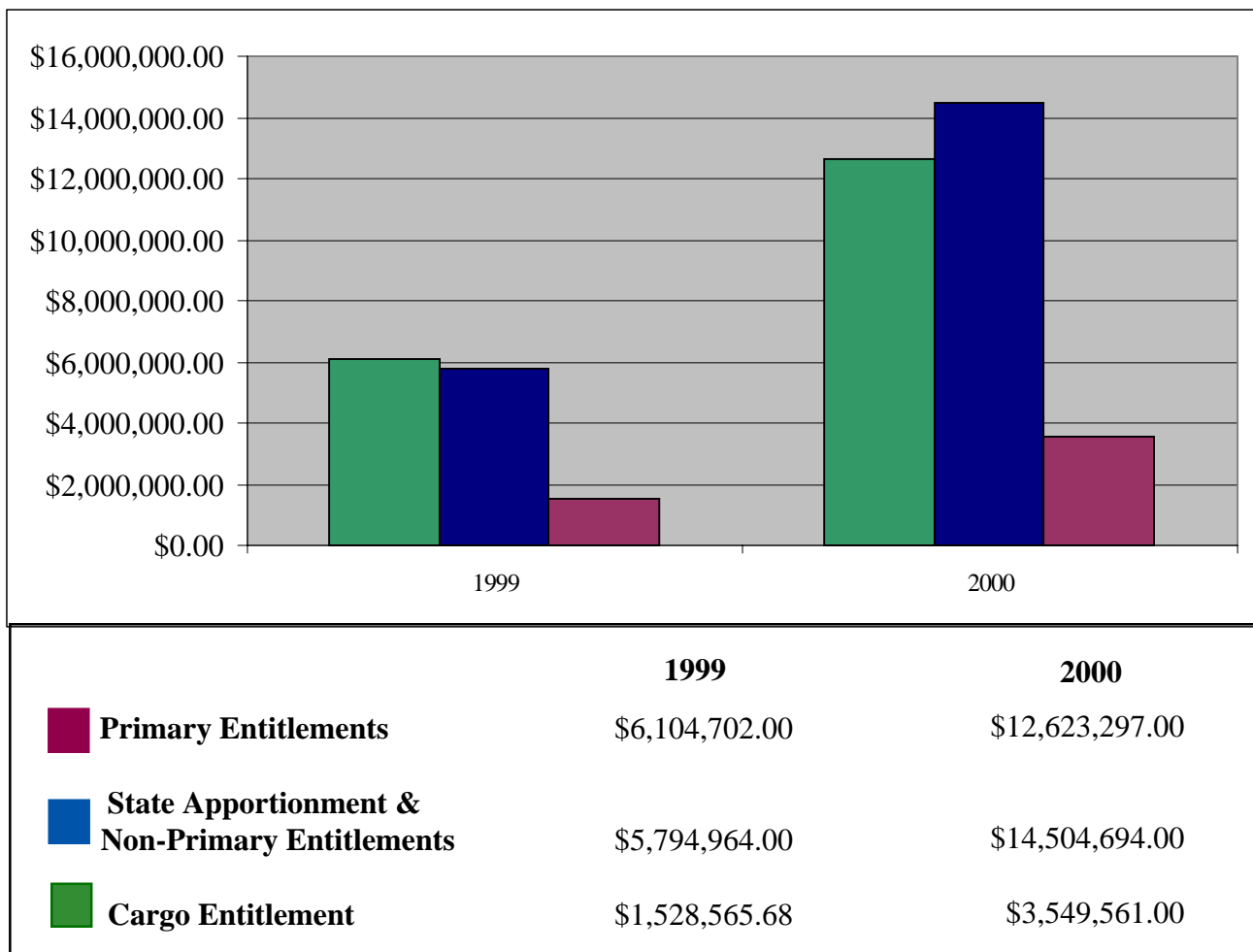
Aircraft (1999)

Single Engine	3,375
Turbine & Multi-Engine	619
Other	134
Total	4,128

AIR 21

On April 5, 2000, the Wendell H. Ford Aviation Investment and Reform Act for the 21st Century (AIR 21) was signed into law, increasing current aviation investments by \$10 billion, with most of the funding going to radar modernization and much needed airport construction projects. In addition, AIR 21 provides “guaranteed” funding for aviation projects through legislative point of order provisions, protecting the full investment of aviation taxes into aviation improvements. The total authorized funding for federal aviation programs will be \$40 billion over the next three years, \$33 billion of which will be guaranteed from the aviation trust fund.

This increase in funding is available without an increase in taxes, and will be used to make the skies safer through infrastructure, capacity, and operational investments; improve airline competition; modernize the air traffic control system; and assist small communities. Because of the protections afforded the aviation trust fund, transportation agencies and airports now know the approximate funding they will be receiving through the life of AIR 21, and can better plan for future projects. The provisions noted above have led to federal funding increases for Indiana as follows:



Source: INDOT's Aeronautics Section

Summary of State and Federal Aviation Grants

The Indiana General Assembly provides state funds used to match federal-aid capital assistance grants from general fund appropriations. Federal-aid capital assistance grant funds for airport improvements are provided from the Airport and Airway Trust Fund. With the exception of Indianapolis International Airport, eligible federal-aid projects in Indiana are normally funded with 90 percent federal funds, 5 percent state matching funds, and 5 percent local matching funds. Federal-aid projects for Indianapolis International Airport are normally funded with a 75 percent federal – 25 percent local matching fund participation rate.

The allocation of grant funds from the Airport and Airway Trust fund for public-use airports is largely dependent upon an airport's classification. At present, Indiana has five airports that are classified by the Federal Aviation Administration as primary airports: Michiana Regional Transportation Center in South Bend, Indianapolis International, Fort Wayne International, Evansville Regional and Purdue University in Lafayette.

General Aviation airports are funded from FAA state apportionment funds using a formula based on population and the land area of the state. State apportionment funds are allocated for projects at general aviation airports, which have been programmed in the Indiana Airport Capital Improvement Program by the Indiana Department of Transportation, Aeronautics Section. In addition to entitlement funds and state apportionment funds, any qualified airport is eligible for discretionary funds.

A summary of state and federal grants for aviation in Indiana is provided below. The majority of the funding for aviation in the state over the last five fiscal years has come from the federal government's Airport Improvement Plan (AIP) program.

Federal AIP Program (Airport Improvement Plan)

Federal Fiscal Year	Federal	State Grant*	Total
1996	\$25,480,190	\$562,314	\$26,042,423
1997	\$25,531,584	\$758,270	\$26,289,854
1998	\$31,257,237	\$959,549	\$32,216,786
1999	\$28,086,722	\$968,656	\$29,055,378
2000	\$24,275,153	\$771,805	\$25,046,958
Total	\$134,630,805	\$4,020,594	\$138,651,399

*Local funds not included

State/Local Airport Grant Program (50/50 split)

Fiscal Year	Local Share**	State Share	Total
1999	\$2,000,000	\$2,000,000	\$4,000,000

**Local share amount is greater or equal to state share

Source for all aviation graphs: Multi-Modal Transportation Division